LONDON'S BILLINGSGATE.

The Greatest Wholesale Fish Market in the World-Older Than Authentic British History-Its Ancient Fishwives Are No More-Interesting Surroundings and Odd Characters.

[Copyright, 1802, by Edgar L. Wakeman.] LONDON, Sept. 19.-You can fairly smell Billingsgate market, the greatest wholesale fish market of London, and the most important fish market in all the world, long before you can see it. It is not an unpleasant odor. It has a hint of the sea air Tar and oakum are suggested. Floating to your senses, along with the coming of the first rays of the morning sun broken by the grim and lofty Monument, it tells more than of the stuffy market and its steaming throngs. It carries the fancy pleasantly along past London's grim waterside structures and the webs of spars and rigging, down the widening Thames and on past pretty Margate to the wide free reaches of the blue North sea. There in that wondrous sea harvest field, from Dover to upper Norway, are rocking the fisher fleets.

In olden days, indeed not more than a quarter of a century ago, these sent their catches" direct to the London market. And a pretty sight it must then have been, when the fleet came up here to the old Billingsgate wharf, just under the shadows of historic London Bridge; the Dutch built celboats, with their bulging polished oaken sides, half hidden in the river mist; punts packed with flounders and small closely crowded baskets ranged along the seats; scores of oyster punts filled with gray masses of sand and shell; weather beaten luggers packed with herring, cod and ling, and all about the wharf and swarming like flies aboard all manner of closely anchored fishing craft, sailors, fishermen, costers, Billingsgate fishwives, and fire ladies too, engaged in the chaffering and bantering of eager selling and buying.

But that day is past. The olden color and brightness are gone. Hard mercantile thrift and modern methods have banished the fine ladies who in gentle "slumming" mood made their own purchases at Billingsgate and took back into choice London society the wondrous sayings of the Billingsgate women, whose tongues were the readiest and wickedest in all the world. The fish wives are gone, and their only existing prototypes are at the Claddagh, Gal-

Steam vessels scurry about the North sea grounds, secure the fish where they are taken and bring them to the mouth of the Thames. Here other larger fast sailing steam craft are laden, and these, varying in number according to the season, daily bring the vast fish supply of London, landing it at the very doors of Billingsgate, much as the fish supply of New York city is set down in the East River at the back doors of ramshackle old Fulton

Billingsgate market still stands just where it has stood for centuries. How many centuries no man knows. Iconoclasts without reverence for even the antiquities of a fish say a fellow by the name Billing owned a wharf upon the same spot in Queen Elizabeth's reign, and hence its But I have seen the preamble to an act of parliament (in 10 and 12 of William III) to make Billingsgate a free market for the sale of fish, in which, among other "whereases," is one reciting that "Billingsgate has time out of mind been a free market for all manner of floating and salt fish, as also for all manner of lobsters and shellfish." Tradition, which is good history when authorities differ, lends the place its more fitting antiquity and insists that it owes its origin to Belin, an ancient king of the Britons, who flourished 400 years B. C., and who, observing an oppor-tunity for gain like a true Briton, erected a gate here through which the fishermen of his day were made to pass and pay toll before they could sell their fish; and hence the name Belin's-gate, finally corrupted to

However all this may be Billingsgate is the oldest wharf on the Thames, and that is saying much for it on the line of age. The market building and the ground it stands upon is owned by the London municipal authorities. Its river frontage is 200 feet and its superficial area is 40,000 square feet, affording sites for seventeen shops and two large public houses. It is located in the densest part of what may be termed waterside London, on the north bank of the Thames. Just above it, to the west, is old London Bridge-a bridge probably better known in the literature of fiction and travel than any other similar structure in the world.

Billingsgate.

Just below it to the east is the new Tower Bridge, in process of construction for the past six years. Immediately ad-joining, to the west, are the great Levant and Spanish fruit markets, and on the other side, seaward, stands the huge Doric fronted London custom house. Immediately opposite, across the Thames on the Surrey side, is the tremendous reach of the Surrey Commercial docks, vast, grim, black and half in mist, and the Thames at this point between London and Tower Bridges is called "the Upper Pool." It is said to carry here more floating traffic than any other reach of water approaching it in size upon the face of the globe.

Owing to the dense massing of river traffic at this point and the inconceivably congested nature of the population, narrowness of streets and seeming inextricability of street traffic banking up against and hemming in Billingsgate from all directions, it would almost seem that London would have long since found some more accessible and convenient depot for the disposal of her enormous fish supply. Yet all attempts to abandon Billingsgate or divert its trade have proven futile. "Conservatism," tradition and even superstition balk all efforts of this character. Dealers tell me they would go out of the business if they had to leave Billingsgate. Fishermen would not feel easy about their consignments to any new market. Costers have repeatedly told me that their best customers among the poor of the East End would not buy or eat fish that had not the time honored seal of Billingsgate inspection upon it.

The varieties of fish which are in their respective seasons delivered at Billingsgate market number nearly 100. During this month I have noticed perch, periwinkles, pike, anchovies, roach, salmon, gur nets, haddocks, herrings, flounders, turbot, sprats, jack, ling, plaice, dorees, prawns, catfish, mullets, whelks, coalfish, trout, soles, pilchards, eels and conger cels, dogfish, cod, bream, brill, hake, shad, weavers, skate, smelts, whitebait, tench, sturgeon and perhaps a dozen other varieties, and the total weight is from 12,000 to 13,000 tons per month or 150,000 tons per

Of this vast quantity fully two-thirds reaches London by railway. All the fish from Ireland is sent across St. George's channel in fast steamers and thence by rail. Salmon and trout all come by rail, and much of the northern North Sea yield, taken off east Scottish shores, and even some of the catches from about Yarmouth and Scarborough, are for the sake of time saving thus transferred. Small wheeled, lead lined vans are provided by the railways. These are dragged by horses from mays. These are dragged by horses from fishing stations or quays to railway stations, wheeled into the railway vans, and thus brought to London without breaking bulk. On arrival here they are wheeled to the street and dragged by horses through the streets from various stations to Bil-

lingagate. Fully 100,000 tons of fish annually reach the market in this manner.

Over three-fourths of all the fish consumed by London passes inspection at Bil-lingsgate. As the market is city property the officials for this purpose, four in num-ber, are appointed by the Court of the Fishmongers' Company, one of the ancient but still thoroughly active duilds or Trades Companies of London. It has a fine Fishmongers' Hall near London Bridge, and expends many thousands yearly in preventing the sale of decayed fish. All fish condemned by its inspectors are immediately conveyed to a waiting barge, treated with carbolic acid and sent to fertilizing works at Rainham, where after being baked dry they are ground to powder and sold at about five pounds per ton to the strawberry and hop farmers of Kent for fertilizing

The fish steamers arrive alongside the market at all hours of the night and early morning. At precisely 5 o'clock in the morning the market opens. Long lines of plank are laid from the market quay over barges and pontoons to the steamers' decks, and every onnce of fish is brought over these in baskets and bags on porters heads and backs. At the same time the railway vans are unloading on the landward side. But six can be cared for at the same time. The confusion and en-

tanglement are indescribable. One who witnesses the scene for the first time is filled with amazement that the largest and most civilized capital in the world will tolerate such antiquated methods. But the porters are wonderfully deft, alert and carry incredible loads. I have seen many laden with from 200 to 300 pounds weight. They will positively frisk under a barrel of herrings which weighs 200 pounds, and there is no question that many of these fellows can easily get about the market with upward of 400 pounds properly distributed upon head and back,

These Billingsgate porters are regarded as the strong-st, quickest and most athletic men in London. They live in every. respect like the water rats of the Thames and the aristocracy of the Whitechapel district. Their only earthly ambitions are to eat, drink, visit "penny gaffs," rat and dog fights and excel in pugilism. They are licensed, and the strictest regulations exist regarding their conduct, even to the character of language. To lose their license is worse than imprisonment as a criminal. Their "reputations" among their fellows, the costers, and the East End slums are gained by their prowess and strength here. It is their world, their highest, broadest outlook, and they are really curiosities in social or literary study.

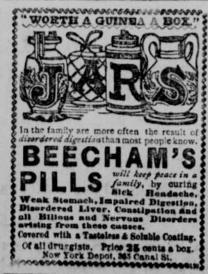
They delight especially in odd sounding nicknames. In my few visits to Billingsgate I have already come to know and be favorably known by "Fishy Jim," "Cocky Jim," "Black Prince," "Jack the Float." "Happy Jack," "Johnny Shoeblack," "Jimmy Fingers," the latter because of his thieving propensities; "Blue Nose Mike," "Cross Eyed Joe" and "Four Ale Jim." The latter is never quite at his best unless he has drunk six or seven quarts of ale before breakfast! The oath of all these Billingsgate porters, like that of the costers, to which class they have marked affinities, is "Gor bli me!" and its wickedness is too abhorrent for translation. They comprise two classes in their daily market work-those who bring the fish from the steamers into the market, who are called "shorers," and those who remove the fish to the stallmens' wagons or the costers' carts, who are called "mob-

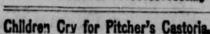
The pugilists of London chiefly have their origin among the Billingsgate porters. They have their regular champions at "seven stone six," "eight stone six" and "eleven stone," and Officer 790, Policeman F. Wade, informed me that there is not a man among them who has not at some time or another appeared in a Whitechapel ring. Bill Goode, who fought Slavin, is still a licensed porter here. Among many curious characters is one Cornelius Callahan, known as "Mike the Tipster." He is a ne'er-do-well and a privileged person. He makes great ostentation of his knowledge of the state of the market. Getting up at 2 o'clock in the morning, he prowls about the fishing steamers, and then just before the market opens he slips about among buyers and sellers and whispers "the tip o' the day" in their ears. The ha'penny is always forthcoming. On Saturday afternoon, just before the market is closed for the week, they "have a game with Mike." He regularly appears for his buffeting, and often in the rough play that ensues poor Mike is nearly killed. Then the hat is passed, and from six to ten shillings are always paid the willing victim.

All Billingsgate fish are sold by auction. and a veritable Babel the place is from 5 to 8 or 9 o'clock. There are two classes of sellers. One comprises the regular commission men to whom the fishermen consign their catches, and the other is a thoroughly hated but most prosp rous class, known to Billingsgate from time immemorial as "bummarees." These are really middle men, who practice all possible arts to combine and force the regular commission men, who have but a short limit of time in which to sell, to dispose of lots at ruinous prices, and through similar combination often compel retailers to purchase at exorbitant rates. But however interesting may be the interior of Billingsgate to the casual visitor, the adjacent oughfares from midnight, when the first retail buyers begin coming, until the close of the market at 9 o'clock, previde far more strange and curious pictures and Upper and Lower Thames Street, Eastcheap and Great Tower Streets, Tower Hill, Fish Street Hill, St. Mary-at-Hill, St. Dustan's Hill, King William Street, Arthur Streets, east and west, Grace Court and Love Lane, are apparently inextricably jammed with hundreds of railway fish vans, green grocers' wagons and

costers' donkey carts and handbarrows. There is no other place in London where such a vast and so odd a jumble of vehicles and folk may at any one time be seen. Over 4,000 vahicles for the bringing or taking away of fish are here. With them are 10,000 coster men and women and an unnamable, indescribable host of petty street venders and hangers on. If you can arrive here on a foggy morning early, when the first rays of the sun are filtering through the fleece folds of mist flapping up with the tide along the Thames, you will then know old Billingsgate as Dickens and Thackeray knew it, and will long for power and space in which to paint with pen or pencil one of the strangest, oddest scenes to be found in this mighty London town.

EDGAR I., WAKEMAN.







Mrs. Annie W. Jordan

Of 165 Tremont St., Boston, was in very poor health, from bad circulation of the blood, having rush of blood to the head, numb spells, and chills, and the physician said the veins were almost bursting all over her body. A colision with a double runner brought on neuralgia of the liver, causing great suffering. She could not take the doctor's medicine, so took

## Hood's Sarsaparilla

and soon fully recovered, and now enjoys per-fect health. She says she could praise Hood's Sarsaparilla all day and then not say enough.

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son Ernest L Williams: When my son went when my son the tolr Coa es he had ilendache, constant hawking of mucus that fell lack into his throat, ringin, in the ears, lad taste in the mouth, tired feeling in the mouth, tired feeling in the mouth at late in the mouth, tired feeling and was weak and nervous, and had all the other terrible symutoms of CA-IARRIH. But now he is entirely will and Dr. Coates cured him! I think the cure is courlete and permanent, and know of many other cures the I octor has made. You can't imagine how bad off my boy was before he began tre timent under Dr. Co.

ore he began nt under Dr. Coates and I am so glad DR. L. PEARCE COATES.

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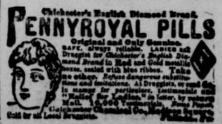
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AUCTION SALES\_Future Days. By George W. Mayo. Auctioneer, 22 and 24 north Ninth street.

RECEIVERS' SALE OF THE ENTIRE STOCK ICE CREAM AND CANDY MAN-UFACTURING OUTFIT. HORSES, WAGONS, &c., of F. P. BURKE, By virtue of a decree of the Chancery Court of the City of Richmond, entered in the suit of Jonkins & Son against F. P. Burke and as., the undersigned, receivers in said cause, will sell at auction at the store of F. P. Burke, 109 east Broad street, st. 20.20 A. M.

FRIDAY. OCTOBER 28, 1892, All the TOOLS, UTENSILS, FIXTURES, MOTOR-POWERS, STOCK, &c., used in the prosecution of his said business, comprising CANDIES, CONSERVES, CORDIALS.
PRESERVES, SAUCES, CANNED GOODS, CONFECTIONS, CAKES, and a general stock of Fancy Groceries.

of Fancy Groceries.

FANCY BASKEIS, CANDY BOXES, GERMAN FLAVORS, CANDY JARS, FIRE-WORKS, NUTS, RAISINS, &c., A large number of BEAT-WOOD and other

NO 18, RAISINS, ACAT WOOD and other CHAIRS, THREE PLATE GLASS PIEB MIRBORS, ONE BEVELED PLATE-GLASS, MANTEL MIRBOR, ONE HALL S NO. 97 COMBINATION-LOCK IRON SAFE.

ONE NICE WALNUT SECRETARY, OFFICE DESKS, &c., 100 MIRBOR, 1

DISKS. &C.
THREE METAL-FRAMED SHOW-CASES.
FOUR VERY FINE METAL-FRAMED UPRIGHT SHOW-CASES.
COUNTER SCALES. ONE WALNUT MARBLE TOP BUFFET.
WALNUT HALL RACK, SQUARE and
ROUND MARBLE-TOP SALOON TABLES.
LARGE SILVER-PLATED WATER COOLER,
COFFEE URNS, CHAFING DISHES,
TABLE CLOTHES, NAPKINS, BRASS TRAYS,
PLATED CASTORS, KNIVES, FORKS and
TABLE CUTLERY,
QUANITIES OF GLASSWARE and CROCKERY in great variety.

QUANTITIES OF GLASSWARE and CROCKERY in great variety.
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ONE VERY FINE BLUFORD ELECTRIC
ICE CREAM FREEZERS, COPPER KETTLES, CANS, DIES, &c.,
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LARGE RESTAURANT RANGE and UTENSILS and LARGE IRON MEATER.
TWO HORSES. TWO WAGONS AND TWO
SETS HARNESS,
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WASHER AND EIGHT COPPER FOUN-

HAN'S BOME GLASS STORE-CASES.
A number of excellent MARBLE TOP COUNTERS, and a very fine assortment of all kinds of stock and articles used and sold by a first-class restaurant and confec-

by a first-class restaurant and confectionery
Terms of Sale: The receivers are first directed to offer the entire plant, including the
unexpired lease of store No 100 cast broad
street, all fixtures, tools, utensits and stock
in trade to the highest littler for cash as to
one-third, and the balance in two squai instailments at three and six month, purchaser giving his negotiable note, therefor,
interest added from day of sale with indorser
or indorses to be approved by the court, or
said purchaser may tay at cash if he so selects. But after offering the property as a
whole in manuar above described, the receivers shall then put up the several kinds
separately in convenient lots or descriptions to
suit bilders, in which case the sale shall be
for cash. And seitlemen can then be made
as one or the other methods produces the lost
results. In either event the sale of fixtures. results. In et her event the sale of fixtures, tools and utensils shall be made subject to confirmation of the court. the court.
P. H. C. CABELL.
WILLIAMA. MONCURF,
Receivers.

## ... AUCTION ... Sale of Mules.

Tuesday, Nov. 1st, at 10 A. M.

THIRTY YOUNG, SOUND MULES WILL BE SOLD TO THE HIGHEST BIDDER.

These MULES were purchased for use ONLY DURING THE EXPOSITION. The sale will take place at

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SCHEDULE IN EFFECT OCT. 6, 1892.

No. | Richmond. | Broad-street Station. 

No. | Leave | Eighth-street Station. 9- 9:00 A. M. | Daily for Ly'bg&Cli'n F'ge. 11- 4:30 P. M. | Daily for Lynchburg. No. 5. Connects at Gordonsville for Wash-ington: at V. M. Junetion for Lynchburg; at Basic City for Shenandoah Valley, North and South, and at Staunton for Harper's

Ferry.
No. 1. Pullman for Cincinnati and St.
Louis; supper in Dining Car.
No. 3. Pullman and Dining Car for Cin-No. 31. Connects at Doswell for Washington.
No. 2. Pullman for Old Point, connects at
Old Point for Norfolk daily except Sunday.
No. 32. Vestibule train for Old Point and
Norfolk.
No. 4. Pullman for Old Point, connects for
Norfolk.
No. 9. Solil train, with Varior Car, for
Lynchburg and Clifton Forge.
No. 11. Palace Car for Lynchburg.

TRAINS ARRIVE AT RICHMOND. No. | Arrive. | Broad-street Station.

11.30 A. M. Daily from N'rf'k and O. P. 6:30 P. M. Daily from N'rf'k and O. P. 10:30 P. M. Daily from N'rf'k and O. P. 5:55 A. M. Daily from Cincinnat. 8:50 A. M. Daily from Doswell. 2:00 P. M. Daily from Cincinnad. 7:30 P. M. Ex. Sunday from Clif'n F'g. Arrive. | Eighth-street Station. 12- 8-20 A. M. Daily from L'chb'g & C. F 10- 6:00 P. M. Daily from L'chb'g & C. F

JOHN D. POTTS, Division Passenger Agent,



SHORTEST AND QUICKEST ROUTE SOUTH AND SOUTHWEST.

SCHEDULE IN EFFECT OCT. 9, 1892. LEAVE RICHMOND:

LEAVE RICHMOND:
TRAIN No. 11, 3-20 A. M.
COUTHERN EXPRESS daily for Danville,
Greensboro, Winston-Salem. Connects
at Keysylle for Clarksville, Oxford, Henderson, Durham and Raleigh (through coach
Richmond to Raleigh, Salisbury, Asheville, Hot Springs, Charlotte, Columbia,
Aiken, Augusta, Atlanta, Birmingham, Montgomery, New Orleans, Texas and California,
Pallman palace sleeping-car Richmond to
Danville and Danville to Asheville and Hot
Springs; also Danville to Asheville and Hot
Springs; also Danville to Atlanta.

TRAIN No. 9, 3:00 P. M.

FAST MAIL, daily, for all points South
and Southwest Connects at Danville
with Pullman sleeper for Augusta and Atlanta; at Greensboro for Durham, Raleigh,
&c Connects at Salisbury for Asheville and
Western North Carolina stations. Washingten and Southwest Vestibule Limited, southbound, leaves Danville 5:50 A. M.
TRAIN No. 17, 6:00 P. M.

A MELIA ACCOMMODATION, daily exAccept Sunday for Amelia Courthouse and
intermediate points.

ARRIVE AT RICHMOND.

Train No. 12, 6:18 A. M.; No. 10, 5:30 P.
M.; No. 18, 8:45 A. M.

VORK RIVER LINE via WEST POINT.

DAILY EXCEPT SUNDAY. THE FAVORITE ROUTE TO BALTIMORE PHILADELPHIA AND NEW YORK.

LEAVE RICHMOND: TRAIN No. 10, 3:10 P. M.

L OCAL EXPRESS, daily except Sunday, Stops at all stations. At Lestor Manor connects with stage for Walkerton; also con-nects with Baltimore steamer at West Point. TRAIN No. 16, 4:45 P. M.

BALTIMORE LIMITED, daily except Sunday for West Pcint, connecting with York river steamer for Baltimore. At Baltimore steamers connect with Baltimore and Ohio railroad for Washington, Philadelphia and New York, FARE: Richmond to Baltimore, 82: to Washington, 83; to Philadelphia, \$4.80; New York, \$7.30. STEAMERS LEAVE BALTIMORE 5 P. M. FOR WEST POINT, daily except Sunday, thence by Richmond and Danville railroad to Richmond, arriving at 9:05 A. M. and 10:40 A. M. TRAIN No. 44, 6:10 A. M.

TRAIN No. 44, 6:10 A. M.

Local, MIXED, daily except Sunday;
leaves Twenty-third street station for
West Point and intermediate points.
Ticket office at station foot of Virginia
street open 8:00 A. M. to 6:00 P. M., and
from 9:00 to 3:20 A. M.
City ticket office, 901 Main street.
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J. S. B. THOMPSON, Superintendent.
J. S. POTTS. Passenger Agent,

J. S. POTTS, Passenger Agent, 919 Main street, Richmon A TLANTIC COAST LINE. RICHMOND AND PETERSBURG RAIL-ROAD TIME TABLE.

Commencing SUNDAY, OCT. 5, 1892, at 2 A. M., trains on this road will run as fol-lews:

TRAINS SOUTHWARD. No. Richmond. Petersburg.) No. Remnod. | Peterson. | No. | Norf'k Special | 23 | \*9:10 A M. | 0:35 A M. | Norf'k Special | 23 | \*9:15 A M. | 10:00 A M. | Thro'h Train. | 39 | \*8:10 P. M. | 8:55 P. M. | Accommoda'n, | 41 | \*12:20 P. M. | 1:00 P. M. | Accommoda'n | 27 | \*2:58 P. M. | 3:35 P. M. | Fast Mail. | 35 | \*5:45 P. M. | 6:40 P. M. | Norfolk Con'n. | 37 | \*11:40 P. M. | 12:25 A. M. | Accommoda'n | 37 | \*11:40 P. M. | 12:25 A. M. | Accommoda'n | 38 | \*10 | \*10 | \*10 | \*10 | \*10 | \*10 | \*10 | \*10 | \*10 | \*10 | \*10 | \*10 | \*10 | \*10 | \*10 | \*10 | \*10 | \*10 | \*10 | \*10 | \*10 | \*10 | \*10 | \*10 | \*10 | \*10 | \*10 | \*10 | \*10 | \*10 | \*10 | \*10 | \*10 | \*10 | \*10 | \*10 | \*10 | \*10 | \*10 | \*10 | \*10 | \*10 | \*10 | \*10 | \*10 | \*10 | \*10 | \*10 | \*10 | \*10 | \*10 | \*10 | \*10 | \*10 | \*10 | \*10 | \*10 | \*10 | \*10 | \*10 | \*10 | \*10 | \*10 | \*10 | \*10 | \*10 | \*10 | \*10 | \*10 | \*10 | \*10 | \*10 | \*10 | \*10 | \*10 | \*10 | \*10 | \*10 | \*10 | \*10 | \*10 | \*10 | \*10 | \*10 | \*10 | \*10 | \*10 | \*10 | \*10 | \*10 | \*10 | \*10 | \*10 | \*10 | \*10 | \*10 | \*10 | \*10 | \*10 | \*10 | \*10 | \*10 | \*10 | \*10 | \*10 | \*10 | \*10 | \*10 | \*10 | \*10 | \*10 | \*10 | \*10 | \*10 | \*10 | \*10 | \*10 | \*10 | \*10 | \*10 | \*10 | \*10 | \*10 | \*10 | \*10 | \*10 | \*10 | \*10 | \*10 | \*10 | \*10 | \*10 | \*10 | \*10 | \*10 | \*10 | \*10 | \*10 | \*10 | \*10 | \*10 | \*10 | \*10 | \*10 | \*10 | \*10 | \*10 | \*10 | \*10 | \*10 | \*10 | \*10 | \*10 | \*10 | \*10 | \*10 | \*10 | \*10 | \*10 | \*10 | \*10 | \*10 | \*10 | \*10 | \*10 | \*10 | \*10 | \*10 | \*10 | \*10 | \*10 | \*10 | \*10 | \*10 | \*10 | \*10 | \*10 | \*10 | \*10 | \*10 | \*10 | \*10 | \*10 | \*10 | \*10 | \*10 | \*10 | \*10 | \*10 | \*10 | \*10 | \*10 | \*10 | \*10 | \*10 | \*10 | \*10 | \*10 | \*10 | \*10 | \*10 | \*10 | \*10 | \*10 | \*10 | \*10 | \*10 | \*10 | \*10 | \*10 | \*10 | \*10 | \*10 | \*10 | \*10 | \*10 | \*10 | \*10 | \*10 | \*10 | \*10 | \*10 | \*10 | \*10 | \*10 | \*10 | \*10 | \*10 | \*10 | \*10 | \*10 | \*10 | \*10 | \*10 | \*10 | \*10 | \*10 | \*10 | \*10 | \*10 | \*10 | \*10 | \*10 | \*10 | \*10 | \*10 | \*10 | \*10 | \*10 | \*10 | \*10 | \*10 | \*10 | \*10 | \*10 | \*10 | \*10 | \*10 | \*10 | \*10 | \*10 | \*10 | \*10 | \*10 | \*10 | \*10 | \*10 | \*10 | \*10 |

TRAINS NORTHWARD.

No. | Petersburg | Richmond. ·Daily.

STOPPING PLACES. Nos. 14, 33 and 36 make no stops. Nos. 23, 34 and 78 stop on signal at Manchester, Drewry's, Centralia and Chester. No. 27 stops on signal at Manchester only for passengers purchasing tickets to regular stopping places for this train south of Petersburg, Nos. 32, 35, 37, 38, 39, 40, 41 will stem on signal at all stations. stop on sigal at all stations.

Pullman Palace Buffet Sleeping Cars on all through trains. On trains Nos. 37 and 14 sleeping cars between Richmond and Lynchburg, Va.

NEW LINE TO ATLANTA, GA. Leave Richmond 9:15 A. M. daily; arriv-ing Weldon 12:20 P. M. and at Atlanta 9 A. M. via S. A. L. Through sleepers Rich-mond to Weldon and Weldon to Atlanta. THE ONLY ALL-RAIL LINE TO NOR-

THE ONLY ALL-RAIL LINE TO NOR-FOLK.

Leave.

Richmond. \*9:00 A. M. Norfolk. 11:35 A. M. Richmond. \*5:45 P. M. Norfolk. 19:20 P. M. Norfolk. \*7:30 A. M. Richmond. 10:30 A. M. Norfolk. \*7:30 A. M. Richmond. 6:38 P. M. The trains leaving Richmond at 9:00 A. M. and Norfolk at 4:00 P. M. are solid trains between these two points, and passengers go through without change of cars. Close connections are also made at Petersburg by the 5:45 P. M. and 2:58 P. M. trains from Richmond for Norfolk.

Trains leaving Richmond at 9:00 A. M., 12:20 P. M. and 11:40 P. M., and arriving at Richmond at 7:44 A. M., 2:15 P. M. and 7:45 P. M., make close connection at Petersburg to and from Farmville, Lynchburg and West.

R. M. SULLY.

R. M. SULLY. Superintendent.
E. T. D. MYERS,
General Superintendent.
T. M. EMERSON, Traffic Manager.

F ARMVILLE AND POWHATAN RAIL, ROAD.
GENERAL OFFICE, 703 MAIN STREET, SCHEDULE IN EFFECT OCT. 5, 1892.

12:20 P. M., via Atlantic Coast Line for Farmville and intermediate points west of Chester.

9:15 A. M., via Atlantic Coast Line for Ochre and Bermuda.
ARRIVE RICHMOND.

10:30 A. M., via Atlantic Coast Line from Farmville and intermediate stations west of Chester.

2:15 P. M., via Atlantic Coast Line from Bermuda and Ochre.
All trains daily except Sunday.
Tickets on sale and haggage checked through at UNION DEPOT.

R. T. WILSON,
General Passenger Agent.
JAMES B. WERTH, General Managen.

## M NorfolkaWestern R.

SCHEDULE IN EFFECT JULY 17, 1872.
LEAVE RICHMOND (DAILY),
BYRD-STREET STATION.

9:00 A. M., DAILY, RICHMOND AND
NORTOLE ARTHURS.
A. M. Stops only at Potersburg, Waverly and Suffolk.

9:00 A. M., For Lynchburg, Roanoke and
intermediate stations. No connection beyond Roanoke except
for Winston-Saiem division.

12:29 P. M., For Roanoke, Radford, Pulaski,
Bristol and all points South and
West via the East Tennesses
Virginia and Georgia railroad,
Parlor car Petersburg to Roanoke, and Puliman sieeper Roanoke to Memphis via Knoxvilla
and Chattanooga, and through
coach from Richmond to Lynchburg.

and Chattanooga, and througa coach from Richmond to Lynch-burg.

2:58 P. M., Daily for Suffolk, Norfolk and intermediate stations; arrives at Norfolk at 6 P. M.

5:45 P. M., Arrives at Norfolk at 9:20 P. M. 11:40 P. M., For Roanoke, Radford, Pulaski, Bristol. Also for Binefield, Pocahontas, Elkhorn and stations on Clinch Valley division, Also for Louisville and stations on Clinch Valley division, Also for Rocky Mount and at stations on Winston-Salem division. Also for Rocky Mount and at stations on Winston-Salem division. Puliman palace sleeper between Richmond and Lynchburg. Betths ready for occupancy at 9:00 P. M. Also Puliman sleeper Petersburg to Louisville via Norton.

Trains arrive Richmond from Lynchburg and the West daily at 7:44 A. M. 2:15 P. M. and 7:45 P. M.; from Norfolk and the East at 10:30 A. M. 2:15 P. M. and VES. TIBULED LIMITED 6:38 P. M.

"Washington and Chattanooga Limited." a train of Pullman coaches and sleeping-cars, runs daily via calenamiosan Valley route, stopping only at Luray, Shenandoah, Basic, Roanoke and Radford.

R. W. COURTNEY, Passenger Agent.

General Passenger Agent.

General Office, Roanoke, Va. coach from Richmond to Lynch

R ICHMOND, FREDERICKSBURG AND FOTOMAC RAILROAD Schedule commencing APRIL 25, 1892. Eastern standard time.

S:04 A. M., Leaves Byrd-street station daily; stops only at Ashland, Doswell, Mifford, Fredericksburg, Brooke and Widewater, Sleeper Washlington and New York, Arrives at Washington at 12:01 P. M.; Baltimore, 1:17 P. M.; Philadelphia, 3:38 P. M.; New York, 11:50 A. M. Leaves Byrd-street station delby.

Baltimore, 1:17 P. M.; Philadelphia, 3:48 P. M.; New York, 6:30 P. M.

11:50 A. M., Leaves Byrd-street station daily except Sunday. Buffet Parlor Car Richmond to New York Arrives at Washington at 4:10 P. M.; Bhiladelphia, 7:49 P. M.; New York, 10:35 P. M.

7:05 P. M., Leaves Byrd-street station daily. Sleeping Car Richmond to New York. Stops only at Ashland. Doswell, Milford, Frederickaburg, Brooke and Widewater. Steps at other stations on Sundays. Arrives at Washington at 11:10 P. M.; Baltimore, 12:53 A. M.; Philadelphia, 3:45 A. M.; New Yor 6:50 A. M.

8:50 A. M., Arrives a. Byrd-street station daily. Sleeper from New York. Stops only at Widewater, Brooke, Fredericksburg, Milford, Doswell and Ashland. Stops at other stations on Sundays. Leaves Washington at 4:30 A. M.

2:38 P. M., Arrives at Byrd-street station daily. Stops at Fredericksburg, Milford, Doswell and Ashland. Stops at Fredericksburg, Milford, Doswell and Ashland. Sleeper from New York to Washington and Washington at 10:57 A. M.

9:35 P. M., Arrives at Byrd-street station daily except Sunday. Buffet Parlor Car New York to Richmond. Leaves Washington at 10:57 A. M.

9:35 P. M., Arrives at Byrd-street station daily except Sunday. Buffet Parlor Car New York to Richmond. Leaves Washington at 5:57 P. M.

FREDERICKSBUEG ACCOM. — 110N. DAILY EXCEPT SUNDAY.

4:00 P. M., Leaves Byrd-street station; leaves Fredericksburg at 6:36 P. M.

8:40 A. M., Arrives at Byrd-street station; leaves Fredericksburg at 6:36 P. M.

8:40 A. M., Arrives at Byrd-street station; leaves Fredericksburg at 6:36 P. M.

8:40 A. M., Arrives at Byrd-street station; leaves Fredericksburg at 6:36 P. M.

8:40 A. M., Arrives at Byrd-street station; leaves Fredericksburg at 6:36 P. M.

8:40 A. M., Arrives at Byrd-street station; leaves Fredericksburg at 6:36 P. M.

8:40 A. M., Arrives at Byrd-street station; leaves Fredericksburg at 6:36 P. M.

leaves Fredericksburg at box A. M.
ASHLAND TRAINS.
DAILY EXCEPT SUNDAY.
6:48 A. M., Leaves Elba; arrives at Ashland at 7:33 A. M.
6:12 P. M., Leaves Elba; arrives at Ashland at 6:53 P. M.
6:45 A. M., Arrives at Elba; leaves Ashland at 6:05 A. M.
6:05 P. M., Arrives at Elba; leaves Ashland at 5:18 P. M.
C. A. TAYLOR, Traffic Manager.
E. T. D. MYERS. General Superintendent.

RICHMOND CITY AND SEVEN PINES

Trains leave station, Twenty-sixth and P. streets, as follows:
Leave
Richmond.
6:30 A. M.
12:00 M.
3:30 P. M.
6:45 P. M.
SUNDAY. SUNDAY. Seven Pines. 9:00 A. M. 11:00 A. M. 3:00 P. M. 6:30 P. M. Leave

In effect July 15, 1892.

STEAMBOATS.

O LD DOMINION STEAMSHIP COM-TRI-WEEKLY LINE FOR NEW YORK

RI-WEEKLY LINE FOR NEW YORK.
Steamers leave Richmond
EVERY TUESDAY. WEDNESDAY and FRIDAY at 5
P. M. Manifest closed one
hour before sailing time.
Steamers leave New York
(from Pier 26, North river)
for Richmond EVERY MONDAY, WEDNESDAY and SATRDAY at 3 P. M., arriving in Richmond
IONDAY, WEDNESDAY and FRIDAY
IONDAY, WEDNESDAY and FRIDAY
IONNINGS.

MONDAY, WEDNESDAY and FRIDA MORNINGS. Passenger accommodations unsurpassed. Cabin fare to New York (including meals and berth) via James river meals and berth) yar route.
Reund-trip tickets, limited to thirty days after date of issue.
Steerage fare, with subsistence.
Steerage fare, without subsistence.
Cabin fare via Cuesapeake and Ohio railway and Richmond and Petersburg railroad tickets limited to four days.

drys 14 00
Tickets can be obtained at Richmond
Transfer Company, 901 east Main street;
Chesapeake and Ohio and Richmond and
Petersburg depots, and at the company's
office, 1301 east Main street, and wharf,

Round trip tickets, limited to fifteen

Rocketts.
Freight received daily until 5 P. M.
Passengers teaving Richmond on MONDAYS, WEDNESDAYS. THURSDAYS and
SATURDAYS by the Chesapeake and Ohio
rallway (via Newport News) at \$ A M.
and by Richmond and Petersburg railroad
same days, at 9 A. M., will make connection at Norfolk with steamers leaving those days.

GEORGE W. ALLEN & CO., Agents,
No. 1301 Main street and
1y19-tf Company's Wharf, Rocketts

VIRGINIA STEAMBOAT COMPANYS JAMES RIVER LINE for the seashore, cheapest and most pleasant route to Norfolk, Portsmouth, Old Point, Newport News, Charemont and James river landings, Connections: At NEWPORT NEWS, OLD POINT and NORFOLK for Hampton and Smithlield, Va., Washington, D. C., Baltimore, Philladelphia and New York, James river by daylight, Great tourist line, Jamestown, Dutch Gap and war scenery. Rates less than half charged by rail. Fars to Portsmouth and Norfolk, \$1.50; \$2.50 round trip; \$1 second-class, Leaves, Richmond every MONDAY, WEDNESDAY and FRIDAY at 7 A. M. (STREET CAES 60 DIRECTLY TO STEAMER'S WHARLE) for above-named places. Through tickets of sale on steamer and at Garber's Agency, No. 901 Main street, Baggage checked through. State-rooms engaged for day or night.

FREIGHT-Freight received daily for above-named places and Eastern North Car-olina; also for Eastern Shore of Virginia and all regular landings on the James river, at LOWEST RATES, and through bills issued LUCIEN B. TATUM, Vice-President,
No. 1117 Main street and Rocketts.
Irvin Weisiger, Freight and Passenger Agent.

PHILADELPHIA. RICHMOND AND NORFOLK STEAMSHIP COMPANY.
Appointed saling days every TUESDAY and FRIDAY at 2 P.M., and every SUNDAY at 5 A. M. Freight for Tuesday's and Friday's steamers received until salling hours. For Sunday's steamer till 5 P. M. Saturday, freight received daily till 5 P. M. Satu